

**CITY OF SAN DIEGO
M E M O R A N D U M**

DATE: March 8, 2004

TO: Councilmember Scott Peters, Council District 1

FROM: Tracy Jarman, Assistant Chief, Fire-Rescue Department, Ken Hewitt, Lifeguard Chief, Fire-Rescue Department and Afshin Oskoui, Deputy Director, Architectural Engineering and Contracts Division

SUBJECT: Review of Mary Coakley's Storage Building Design Proposal
La Jolla Shores Lifeguard Station

(Click Here to see a photo illustrating the issues discussed below)

We have reviewed the site plan proposal for the La Jolla Shores Vehicles Storage Facility (RVSF), which recommends the placement of the RVSF Building at the southwest corner of Kellogg Park, versus the design team's recommended and community approved site plan location within the existing parking lot.

We appreciate Ms. Coakley's enthusiasm and interest in the project, which is evident in her level of study. However, we cannot recommend her proposal based on three key design issues outlined below.

1) Lifeguard Site Design Requirements

One of the site design requirements by the lifeguards, is to locate a storage facility in an area that minimizes the travel distance to pull vehicles and/or equipment on trailers from the area of storage to the beach. Typically, these items are pulled along the public boardwalk area. The longer the distance the lifeguards have to travel with these specialized vehicles along public paths (auto and pedestrian), the higher the chance for conflict and/or injury.

Ms. Coakley's site recommendation to locate the storage building at the southwest corner of Kellogg Park does not adequately support these requirements. According to her proposal, the distance between the southwest corner of Kellogg Park to the existing beach access driveway is approximately 900 feet. The current design proposal requires only 82 feet of travel distance, while the existing steel container location is approximately 300 feet. Again, along a public pathway, the shortest distance is preferable (See Figure 1 attached).

Creating a new beach access is not an acceptable option because it triggers a lengthy State Coastal review process, adds additional expense, and could create potential flooding near a residential area.

With the parking lot reconfiguration, there will be no net loss of public parking spaces. By incorporating a new pedestrian crosswalk and a stop sign at the proposed rescue vehicle facility, public safety is enhanced withing this portion of the parking lot. The new facility is

designed to be a green landscape element within the parking lot.

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By planting tall hedges on the north and south side of the building, the structure's mass will be screened with the landscape material. The new planters are located adjacent to the facility to maximize the views between autos and pedestrians.

2) Community Design Directive - Minimize Impact to Kellogg Park

Ms. Coakley's proposal does not support the key issue of minimizing any impact to Kellogg Park. This was an important issue voiced to the City and the Architect from the community during our initial public design workshops. Her proposal adds 12' in length and 2' in width to the proposed comfort station by Park and Rec Department. Her proposal adds approximately 500 square feet to the proposed building.

The design team respected this concern by locating low-use buildings, such as the RVSF, to an area that is not designated for public enjoyment, such as the park lawn and along the beach boardwalk. The current design was overwhelmingly approved based on this premise.

3) Costs & Schedule

Finally, to re-site the RVSF building to any location other than the one proposed by the design team, and subsequently approved by the Community and City Staff, would significantly delay the design and construction of this project as well as require additional design and engineering costs. Required additional costs could include new site surveys, soils testing for this specific site and additional services for architectural and engineering design.

Again, because of these key issues, we cannot support Mary Coakley's plan proposal. Thank you for allowing us to provide this information. Please feel free to contact me if you have any questions regarding this matter.

Afshin Oskoui
Deputy Director

Ken Hewitt
Lifeguard Chief

Tracy Jarman
Assistant Chief

Attachment

cc: Frank Belock, Jr., Director, Engineering and Capital Projects Department
Augie Ghio, Assistant Chief, Fire-Rescue Department
Ken Hewitt, Lifeguard Chief, Fire-Rescue Department
John Greenhalgh, Lifeguard Lieutenant, Fire-Rescue Department
Alex Garcia, Senior Engineer, Architectural Engineering and Contracts Division